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AMERICAN HISTORICAL ASSOCIATION.

The twenty-eighth annual meeting of the American Historical Association will be held in Boston, December 27-31. The program presents an interesting variety of features. There will be five general addresses by men of note in the historical field, and about a dozen conferences and special meetings in the different departments of study, with numerous papers and discussions.

MEETING OF HISTORICAL SOCIETY.

The regular annual meeting of the Indiana Historical Society will be held at the office of President Daniel Wait Howe, Thursday, December 26, at 2 o'clock. It is to be regretted that there is not a better attendance at these meetings. The demand upon the members comes only once a year, and the business is of sufficient importance to justify some attention.

NEW ALBANY'S CENTENNIAL.

New Albany will have her centennial celebration in October of next year, and the search of records for historical data is now being made by the centennial committee of the Commercial Club. It has been found that on October 14, 1813, the deed of John Paul, of Madison, transferring to Nathaniel, Abner and Joel Scribner the site of the city, was filed for record.

REVIEWS OF BOOKS.

MR. ESAREY'S "INTERNAL IMPROVEMENTS."

The fragmentary sketches of our internal improvement movements are as nothing compared to the unchronicled facts of that vastly important part of our State's history. In a monograph which will be Number 2 of Volume V of the Indiana Historical Society publications, Mr. Logan Esarey, of Indiana University, presents a study of wider scope than has been attempted heretofore. About the only other study that can be compared with it in thoroughness of research is Elbert Jay Benton's "Wabash Trade Route," and

Mr. Benton, as his title implies, aims only to touch part of the field.

Mr. Esarey's paper occupies 158 pages, but, as he says in his preface, the subject is much too large for this limit. Nevertheless, within that limit he has succeeded in setting forth very strikingly the kernel and substance of that particular chapter of our history which is always called up by the words "Internal Improvement"—namely, the period of our notorious craze culminating in the act of 1836 whereby the State paternally undertook to build an elaborate system of improved transportation routes, whereby the land and all the inhabitants thereof were to be made prosperous and happy. What came of that paternalism, with its unwisdom and its graft, its politics and its eager feeding at the public crib, ought to be put in the form of a simple text book and passed around among those optimistic people who think that paternalism is the panacea for all human ills. As worked out by Mr. Esarey, the documents in the case are big with lessons for posterity up to the present date, and it is probable that the lessons ought to be heeded for a good while yet in spite of the growth of the new conscience in civic affairs.

We can not here give to Mr. Esarey's admirable piece of work the space that it ought to have. Suffice to say, it will be appreciated by those students who have long been awaiting some such presentation.

An interesting map by Mr. E. V. Shockley, of Indiana University, shows the old State system of internal improvements. We would suggest that if the map had a key or legend it would help to a quicker understanding of the various tracings. We note, also, that the monograph is not indexed. We believe this is a mistake. When the pamphlet is bound up with others it will be covered by a general index, but a study like this, which will be much used for reference, might well, for greater convenience, have its own compact index.

The pamphlet can be had of The Bobbs-Merrill Company for fifty cents.

G. S. C.

A NEW INDIANA BOOK.

Any book on Indiana based on real study and honestly executed ought to be welcomed, for it promotes an interest in our own State that is much to be desired. "The Story of Indiana and Its People,"